DRAFT
ENVIRONMENTAL IMPACT REPORT

EAST SUNNYVALE INDUSTRIAL-TO-RESIDENTIAL (ITR) PROJECT

General Plan Amendment and Planned Development Rezonings

City of Sunnyvale, California

OCTOBER 2006

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PREFACE

This document has been prepared by the City of Sunnyvale as the Lead Agency in conformance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The purpose of this Environmental Impact Report (EIR) is to inform decision makers and the general public of the environmental effects of a proposed project.

This document provides both a program level and project level environmental review appropriate for the East Sunnyvale Industrial-to-Residential (ITR) project, in accordance with CEQA Guidelines Sections 15121, 15146, and 15151.

In accordance with CEQA, this EIR provides objective information regarding the environmental consequences of the proposed project (both to the decision makers who will be considering and reviewing the proposed project, and to the general public), and identifies possible means for avoiding, minimizing, and mitigating impacts. The EIR also examines a reasonable range of alternatives to the project to reduce or eliminate significant environmental impacts.

The following guidelines are included in CEQA to clarify the role of an EIR:

> **Section 15121(a). Informational Document.** An EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR, along with other information which may be presented to the agency.
>
> **Section 15145. Speculation.** If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impacts.
>
> **Section 15146. Degree of Specificity.** The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR.
>
> (a) An EIR on a construction project will necessarily be more detailed in the specific effects of a project than will an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy.
>
> (b) An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow.

> **Section 15151. Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good-faith effort at full disclosure.

In accordance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was circulated to the public and responsible agencies for input regarding the analysis in this EIR. This EIR addresses those issues which were raised by the public and responsible agencies in response to the NOP. The NOP and the public responses to the NOP are presented in Appendix A of this EIR.

This EIR, and all documents referenced in it, are available for public review at the Planning Division of the Community Development Department, located at 456 West Olive Avenue, Sunnyvale, California, on weekdays during normal business hours.

The project site is located in eastern Sunnyvale and is currently developed with a variety of industrial uses, landscaping, and surface parking lots. The approximately 130-acre project site is currently designated *Industrial* in the City of Sunnyvale's General Plan and is zoned *M-S (Industrial and Service)*. The proposed project consists of two components: 1) a General Plan amendment to change the land use designation on the site from *Industry* to *Industrial-to-Residential* and a rezoning on the site from *M-S (Industrial and Service)* to *M-S Industrial-to-Residential* (combined with the appropriate residential zoning); and 2) two specific residential development projects on portions of the site. The proposed GPA and rezonings would allow residential land uses on the site, in addition to the existing and allowed industrial uses listed under the *M-S (Industrial and Service)* General Plan designation and zoning. Commercial uses could be considered with a Special Development Permit.

The following is a **brief summary** of the significant project impacts and mitigation measures. The reader is referred to the main body text of the EIR for detailed discussions for the existing setting, impacts, and mitigation measures.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
LAND USE	
IMPACT LU-5: Construction activities would result in significant physical disturbance, and could cause temporary disruption to adjacent land uses, including the existing residential uses to the north. **Significant Impact Prior to Mitigation**	The following mitigation measure is included in the two specific development project zonings, and will reduce or avoid impacts to sensitive land uses during ongoing construction on the site: **MITIGATION MEASURE LU-1:** The applicants shall implement a Construction Management Plan, for all development within 1,000 feet of occupied residential uses, approved by the Director of Community Development to minimize impacts on surrounding sensitive land uses, particularly the residences across Duane Avenue, as well as the future residences on the project site itself, to the fullest extent possible. The Construction Management Plan shall include the following measures to minimize the impacts of construction upon adjacent land uses: • Measures to control dust, noise and water pollution result from construction activities. • Measures to keep all streets and public ways clean of debris, dirt, dust and other undesirable outcomes of construction.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	• Measures to control noise by limiting hours of operation of construction activities, avoiding more sensitive early morning and evening hours, and scheduling equipment selection. • Selection of access routes for trucks delivering materials to and from the site which minimize neighborhood disturbance. **Less Than Significant Impact with Mitigation**
HYDROLOGY AND WATER QUALITY	
IMPACT HYDRO-3: Future development under the proposed ITR land use designation could cause a significant temporary increase in the amount of contaminants in storm water runoff during construction. **Significant Impact Prior to Mitigation** **IMPACT HYDRO-6:** Construction of the proposed residential development project on the AMD property could cause a significant temporary increase in the amount of contaminants in stormwater runoff during construction. **Significant Impact Prior to Mitigation** **IMPACT HYDRO-9:** Construction of the proposed residential development project on the Taylor Woodrow site could cause a significant temporary increase in the amount of contaminants in stormwater runoff during construction. **Significant Impact Prior to Mitigation**	**MITIGATION MEASURE HYDRO-1:** Prior to construction of any phase of any project within the GPA area, the City of Sunnyvale will require that the applicant(s) submit a Storm Water Pollution Prevention Plan (SWPPP) and a Notice of Intent (NOI) to the State of California Water Resource Quality Control Board to control the discharge of storm water pollutants including sediments associated with construction activities. Along with these documents, the applicant may also be required to prepare an Erosion Control Plan. The Erosion Control Plan may include Best Management Practices (BMPs) as specified in the California Storm Water Best Management Practice Handbook for reducing impacts on the City's storm drainage system from construction activities. The SWPPP shall include control measures during the construction period for: – Soil stabilization practices – Sediment control practices – Sediment tracking control practices – Wind erosion control practices and – Non-storm water management and waste management and disposal control practices.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MITIGATION MEASURE HYDRO-2: Prior to issuance of a grading permit, the applicant will be required to submit copies of the NOI and Erosion Control Plan (if required) to the City Project Engineer, Department of Public Works. The applicant will also be required to maintain a copy of the most current SWPPP on-site and provide a copy to any City representative or inspector on demand. **MITIGATION MEASURE HYDRO-3:** Each phase of development will include provision for post-construction structural controls in the project design where feasible, and would include Best Management Practices (BMP) for reducing contamination in storm water runoff as permanent features of the project. BMPs and design features could include regular sweeping of parking lots and driveways; use of erosion control devices such as silt fences; biofilters; and stenciling on-site catch basins to discourage illegal dumping. **MITIGATION MEASURE HYDRO-4:** The project shall comply with Provision C.3 of NPDES Permit Number CAS029718, Order #01-119, which provides enhanced performance standards for the management of storm water for new development. **MITIGATION MEASURE HYDRO-5:** Prior to issuance of a Special Development Permit, each phase of development shall include provision for post-construction structural controls in the project design in compliance with the NPDES C.3 permit provisions, and shall include Best Management Practices (BMP) for reducing contamination in stormwater runoff as development will be determined based on design and site-specific considerations and will be determined prior to issuance of Planned Development Permits. Post-construction BMPs and design features could include, but are not limited to, the following: • Infiltration Basins-shallow impoundments designed to collect and infiltrate storm water into subsurface soils.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	• Infiltration Trenches-long, narrow trenches filled with permeable materials designed to collect and infiltrate storm water into subsurface soils. • Permeable Pavements-permeable hardscape that allows storm water to pass through and infiltrate subsurface soils. • Vegetated Filter Strips-linear strips of vegetated surface designed to treat surface sheet flow from adjacent surfaces. • Vegetated Swales-shallow open channels with vegetated sides and bottom designed to collect, slow, and treat storm water as it is conveyed to downstream discharge point. • Flow-Through Planter Boxes-structures designed to intercept rainfall and slowly drain it through filter media and out of planter. • Hydrodynamic Separator-flow through structures with a settling or separation unit that removes sediments and other pollutants. • Media Filtration Devices-two chamber system including a pretreatment settling basin and a filter bed. • Green Roofs-vegetated roof systems that retain and filter storm water prior to drainage off building rooftops. • Wet Vaults-subsurface storage system designed to fill with storm water during larger storm events and slowly release it into the conveyance system over a number of hours. **MITIGATION MEASURE HYDRO-6:** The applicant, their arborist and landscape architects, shall work with the City to select pest resistant plants to minimize pesticide use, as appropriate using the guidance provided by the SCVURPPP. This may include the use of integrated pest management techniques, site design measures to reduce pest infestations, and the use of pest-resistant plants or landscape management methods to reduce the need for pesticide applications.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MITIGATION MEASURE HYDRO-7: The project shall comply with the City Storm Water Management Ordinance (Municipal Code Chapter 12.60). **Less Than Significant Impact with Mitigation**
BIOLOGICAL RESOURCES	
IMPACT BIO-1: Construction related to the proposed AMD Riding Group specific development project could result in impacts to Burrowing Owls, which could occupy suitable habitat on this portion of the project site. **Significant Impact Prior to Mitigation**	Implementation of the following mitigation measures would reduce impacts on burrowing owls to a less than significant level. **MITIGATION MEASURE BIO-1:** Pre-construction surveys for burrowing owls shall be conducted by a qualified ornithologist prior to any soil-altering activity or development occurring within the project area. The preconstruction surveys shall be conducted per CDFG guidelines (currently no more than 30 days prior to the start of site grading), regardless of the time of year in which grading occurs. If no burrowing owls are found, then no further mitigation would be warranted. If breeding owls are located on or immediately adjacent to the site, a construction-free buffer zone around the active burrow must be established as determined by the ornithologist in consultation with CDFG. No activities that may disturb breeding owls, including grading or other construction work or evictions of owls, shall proceed. **MITIGATION MEASURE BIO-2:** If preconstruction surveys determine that burrowing owls occupy the site, and avoiding development of occupied areas is not feasible, then the owls may be evicted outside of the breeding season, with the authorization of the California Department of Fish and Game (CDFG). The CDFG typically only allows eviction of owls outside of the breeding season (only during the non-breeding season [September1-January 31]) by a qualified ornithologist, and generally requires habitat compensation on off-site mitigation lands.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MITIGATION MEASURE BIO-3: A final report of burrowing owls, including any protection measures, shall be submitted to the Director of Community Development prior to start of grading. **Less Than Significant Impact with Mitigation**
IMPACT BIO-2: Construction activities during the nesting season may result in the disturbance or destruction of breeding raptors or their nests. **Significant Impact Prior to Mitigation**	**MITIGATION MEASURE BIO-4:** In conformance with Federal and State regulations regarding protection of raptors, the following CDFG protocols shall be completed prior to any development on the site to ensure that development does not disturb nesting raptors: *Avoidance.* Construction should be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including raptors and shrikes, in the project site area extends from January through August. *Preconstruction/Pre-disturbance Surveys.* If demolition and/or construction are to occur between January and August, then pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. This survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April), and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the ornithologist shall inspect all trees and other potential habitats (e.g., grasslands, buildings) within and immediately adjacent to the impact areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that no nests of species protected by the MBTA or State Code will be disturbed during project implementation.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	Inhibit Nesting. If vegetation is to be removed by the project and all necessary approvals have been obtained, potential nesting substrate (e.g., bushes, trees, grass, burrows) that will be removed by the project shall be removed before the start of the nesting season (February), if feasible, to help preclude nesting. Removal of vegetation or structures to be removed by the project shall be completed outside of the nesting season, which extends from January through August. A final report of nesting birds, including any protection measures, shall be submitted to the Director of Planning, Building and Code Enforcement prior to start of grading. **Less Than Significant Impact with Mitigation**
IMPACT BIO-3: The proposed conversion of the site to residential uses could result in the removal of up to 2,265 trees, 905 of which are of significant size. **Significant Impact Prior to Mitigation** **IMPACT BIO-4:** The development of the AMD Riding Group specific development project could result in the removal of up to 126 trees, including 122 trees of significant size, on the site. **Significant Impact Prior to Mitigation** **IMPACT BIO-5:** The development of the Taylor Woodrow specific development project could result in the removal of up to 114 trees, including 30 trees of significant size, on the site. **Significant Impact Prior to Mitigation**	**MITIGATION MEASURE BIO-5:** The Prior to approval of a Site Development Permits for any subarea of the project site, a comprehensive tree survey for the parcel(s) being developed shall be required. The site design and permit approval shall incorporate preservation of existing trees to the maximum extent practicable, to the satisfaction of the Director of Community Development. In locations where preservation of existing trees is not feasible due to site constraints, relocation and replanting of significant existing trees (especially native species) shall be incorporated into the project, where feasible and appropriate, to the satisfaction of the Director of Community Development. **MITIGATION MEASURE BIO-6:** The specific development projects shall each conform to the City's Tree Preservation Ordinance (Municipal Code, Chapter 19.94). At the discretion of the Director of Community Development, significant trees that are to be removed shall be replaced, replanted, or relocated (Municipal Code, Sections 19.94.080, 19.94.090, and 19.94.100).

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MITIGATION MEASURE BIO-7: A tree protection plan shall be completed. The plan shall demonstrate how tree protection shall be provided during and after construction and shall include any of the protective measures set forth in Section 19.94.120 of the Municipal Code. **Less Than Significant Impact with Mitigation**
HAZARDS AND HAZARDOUS MATERIALS	
IMPACT HAZ-2: Residual concentrations of chemicals of particular concern present in soils and ground water on the specific development sites could expose future sensitive receptors or construction workers to significant hazard impacts. **Significant Impact Prior to Mitigation**	**MITIGATION MEASURE HAZ-1:** Prior to the issuance of demolition and site development permits, each project applicant shall prepare an application for oversight agency selection as described in the "Memorandum of Agreement between the Department of Toxic Substances Control, the State Water Resources Control Board, and the California Environmental Protection Agency for Oversight and Investigation and Cleanup Activities at Brownfield Sites", dated March 1, 2005. This application must summarize available site information, including soil, soil vapor, and ground water sampling results, planned land uses, and a conceptual management plan to be implemented as part of the planned development. The selected oversight agency shall determine whether remediation is required to address residual contamination in soil, soil vapor, and/or ground water on the site. All requirements of the oversight agency shall be followed, and any remediation activities shall be completed in accordance with all applicable Federal, State, and local regulations.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MITIGATION MEASURE HAZ-2: Locating and removing the sources of contamination beneath each development site would not be feasible because some of the VOCs in the ground water beneath the sites originate offsite. Therefore, the developers will likely be required by the oversight regulatory agency to construct an asphalt-based spray used to create an impermeable membrane, beneath each of the residences on the site to ensure VOCs do not affect the inhabitants of the proposed residences. Additional detail regarding such systems is provided in Appendix E of this report. **MITIGATION MEASURE HAZ-3:** A hazardous materials licensed contractor shall conduct construction earthwork activities with properly trained employees in areas where contaminated soil or ground water exceed residential screening levels. Employees conducting earthwork activities at the site must complete a 40-hour training course, including respirator and personal protective equipment training. Each contractor working at the site shall prepare a health and safety plan (HSP) that addresses the safety and health hazards of each phase of site operations that includes the requirements and procedures for employee protection. **MITIGATION MEASURE HAZ-4:** Cleanup and remediation of the site will be required to meet all applicable Federal, State, and local regulations. **MITIGATION MEASURE HAZ-5:** Excavated soils will be characterized prior to off-site disposal or reuse on-site. Appropriate soil characterization, storage, transportation, and disposal procedures shall be followed. Contaminated soils shall be disposed of at a licensed facility.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MITIGATION MEASURE HAZ-6: Any remaining storage tanks on the site shall be properly closed and removed according to the City of Sunnyvale Department of Public Safety standards prior to development. Any remaining wells on the site shall be properly closed and removed/abandoned in accordance with the Santa Clara Valley Water District's procedures and requirements. **Less Than Significant Impact with Mitigation**
IMPACT HAZ-4: Demolition of the existing structures and facilities on the site could result in the upset or accidental release of hazardous materials which may be present. **Significant Impact Prior to Mitigation**	**MITIGATION MEASURE HAZ-7:** ACBMs and lead-based paint may be present in the existing buildings on the site. The National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines require that all potentially friable ACBMs be removed prior to building demolition or renovation that may disturb ACBMs. Each proposed development project on the site shall conform to the standard requirements described in the *Impacts* discussion above for avoiding impacts associated with ACBMs. **MITIGATION MEASURE HAZ-8:** Prior to demolition and redevelopment of properties with industrial buildings, the chemical storage and use history shall be researched for each facility and the closure requirements by local regulatory agencies (*i.e.*, City of Sunnyvale Department of Public Safety) shall be met. **MITIGATION MEASURE HAZ-9:** During site demolition, care shall be taken when removing the various sump and underground structures located across the property. Soil and sludge contaminated above acceptable regulatory guidelines shall be appropriately disposed off-site at a licensed facility.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MITIGATION MEASURE HAZ-10: Fluorescent lights present in the buildings on the site shall be disposed at an appropriate recycling facility. In addition, other mercury-containing products, such as heating-ventilation and air conditioning (HVAC) system thermostats, pilot light sensors, and other mercury-containing electrical components and switches, shall be properly handled and disposed at an appropriate facility. **MITIGATION MEASURE HAZ-11:** The project applicant shall submit plans showing the existing wells on the site to the selected oversight agency for review and approval before demolition of the existing buildings. The existing wells on the site shall be abandoned in accordance with the Santa Clara Valley Water District standards and procedures. **MITIGATION MEASURE HAZ-12:** A qualified environmental professional shall be present during demolition and stripping of the site, to identify possible soil contamination and hazards. **Less Than Significant Impact with Mitigation**
TRANSPORTATION	
IMPACT TRANS-1: Future build-out of the site under the proposed GPA scenario would result in significant impacts to two City of Sunnyvale intersections: Fair Oaks Avenue/Arques Avenue and Stewart Drive/Duane Avenue. **Significant Impact Prior to Mitigation**	**MITIGATION MEASURE TRANS-1:** The LOS impact at Fair Oaks Avenue and Arques Avenue could be mitigated by providing an exclusive eastbound right-turn lane. The mitigation includes reconstructing the eastbound leg of the intersection, which would entail removal of street parking, shifting and reducing the width of the travel lanes, and/or acquiring some right-of-way. Reconfiguring the eastbound leg would involve re-striping and traffic signal modifications. This mitigation measure would improve the intersection level of service to better than 2020 baseline conditions.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MITIGATION MEASURE TRANS-2: The LOS impact at Stewart Drive and Duane Avenue could be mitigated by converting the westbound shared through/right-turn lane into an exclusive right-turn lane, and converting the shared through/left-turn lane into a shared left/through/right lane. This improvement would require signal modifications and re-striping only; no additional right-of-way would be required. This mitigation measure would improve the intersection level of service from LOS F to an acceptable LOS D. The project proponents on the overall ITR site would be required to contribute their proportionate fair-share of funds to implement the necessary improvements. **Less Than Significant Impact with Mitigation**
AIR QUALITY	
IMPACT AIR-2: The long-term GPA scenario would generate an increase in emissions exceeding the thresholds of significance for reactive organic gases. Therefore, the proposed GPA scenario would have a significant impact on regional air quality. **Significant Impact Prior to Mitigation**	**MITIGATION MEASURE AIR-2:** The project shall include and implement measures identified by the BAAQMD to reduce emissions at the permit stage for each redevelopment project, to the satisfaction of the Director of Community Development and the Transportation and Traffic Manager, including the following: o Provide bicycle lanes, sidewalks and/or paths, connecting project residences to adjacent schools, parks, the nearest transit stops and nearby commercial areas. o Provide secure and conveniently placed bicycle parking and storage facilities at parks, stores, and other facilities in conformance with the requirements of the Zoning Ordinance. o Provide physical improvements, such as sidewalk improvements, landscaping and bicycle parking that would act as incentives for pedestrian and bicycle modes of travel.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	o Provide transit information kiosks. o Provide preferential parking for electric or alternatively-fueled vehicles in the commercial development. **Significant Unavoidable Impact**
IMPACT AIR-4: The effects of demolition and construction activities would be increased dustfall and locally elevated levels of PM10 downwind of construction activity. Construction dust may impact nearby properties, particularly the existing residential areas to the north, northwest and east. **Significant Impact Prior to Mitigation**	**MITIGATION MEASURE AIR-1:** Any future development under the proposed General Plan designation would be subject to the City's grading ordinance; all earth moving activities shall include requirements to control fugitive dust, including regular watering of the ground surface, cleaning nearby streets, damp sweeping, and planting any areas left vacant for extensive periods of time. The following provisions to control dust and exhaust emissions shall be followed by the specific development projects during all site excavation, grading and construction activities: **MITIGATION MEASURE AIR-3:** All construction vehicles shall be properly maintained and equipped with exhaust mufflers that meet State standards. **MITIGATION MEASURE AIR-4:** Newly disturbed soil surfaces shall be watered down regularly by a water truck(s) or by other approved method maintained on site during all grading operations. Construction grading activity shall be discontinued in wind conditions that in the opinion of the Public Works Construction Inspector cause excessive neighborhood dust problems. Wash down of dirt and debris into storm drain systems shall not be allowed. **MITIGATION MEASURE AIR-5:** Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operations.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MITIGATION MEASURE AIR-6: All aggregate materials transported to and from the site shall be covered in accordance with Section 23114 of the California Vehicle Code during transit to and from the site. **MITIGATION MEASURE AIR-7:** The BAAQMD has prepared a list of feasible construction dust control measures that can reduce construction impacts to a level of less than significant. The following construction practices required by the City of Sunnyvale meet or exceed the BAAQMD feasible construction dust control measures and will be implemented during all phases of construction on the project site: o Use dust-proof chutes for loading construction debris onto trucks. o Water to control dust generation during demolition of structures and break-up of pavement. o Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind. o Cover all trucks hauling demolition debris, soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard. o Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. o Sweep streets daily (preferably with water sweepers) all paved access road, parking areas and staging areas at construction site. o Hydroseed or apply non-toxic soil stabilizers to inactive construction areas. o Limit traffic speed on unpaved roads to 15 mph.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	o Install sandbags or other erosion control measures to prevent silt runoff to public roadways. o Replant vegetation in disturbed areas as quickly as possible. **MITIGATION MEASURE AIR-8:** Address dust or complaints regarding dust within 24 hours to the satisfaction of City staff (or other authority). **Less Than Significant Impact with Mitigation**
NOISE	
IMPACT NOISE-1: The proposed project would be exposed to noise levels above the City's exterior noise goal of 60 dB L_{dn} and the interior noise goal of 45 dB L_{dn}. **Significant Impact Prior to Mitigation**	All new multi-family residential development will be subject to existing laws, including Title 24, Part 2, of the State Building Code. The following mitigation measures shall be included in the project to reduce impacts from high noise levels upon future residential areas to a less-than-significant level: **MITIGATION MEASURE NOISE-1:** When developing each future project's site plan, locate noise-sensitive outdoor use areas away from adjacent noise sources. Shield noise-sensitive spaces with buildings or noise barriers whenever possible to reduce exterior noise levels. The final detailed design of the heights and limits of proposed noise barriers shall be completed at the time that the final site and grading plans are submitted. **MITIGATION MEASURE NOISE-2:** Project-specific acoustical analyses are mandated by the State for new multi-family uses where noise levels exceed 60 dBA L_{dn}. Each future development project on the site shall complete a detailed analysis during the design-level of the project to select appropriate windows and wall assemblies to meet interior noise standards. The analyses shall meet the following noise reduction requirements.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	• Interior average noise levels shall be reduced to 45 dBA L_{dn} or lower to meet State and local standards. • Building sound insulation requirements shall include the provision of forced-air mechanical ventilation for all new units exposed to exterior noise levels greater than 60 dBA L_{dn}, so that windows could be kept closed at the occupant's discretion to control noise. • Special building construction techniques (e.g., sound-rated windows and building facade treatments) would be required for new residential uses adjacent to perimeter roadways. These treatments include, but are not limited to, sound rated windows and doors, sound rated wall constructions, acoustical caulking, etc. The specific determination of what treatments are necessary will be conducted on a unit-by-unit basis. • Buildings with the greatest exposure to noise from Duane Avenue and Lawrence Expressway may require windows with sound insulation ratings ranging from approximately STC 28 to STC 33, depending on the size and shape of windows and rooms. These ratings can be achieved using well sealed dual pane windows with various glazing configurations. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved prior to issuance of a building permit. **Less Than Significant Impact with Mitigation**
IMPACT NOISE-3: The proposed redevelopment of the site would result in significant short-term increases in noise levels in the project area, especially during grading, below grade work, and pile driving. **Significant Impact Prior to Mitigation**	The following mitigation measures shall be included in all redevelopment projects on the site under the proposed ITR designation to reduce short-term construction related noise impacts to a less than significant level:

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MITIGATION MEASURE NOISE-3: Post signs at the construction sites that include permitted construction days and hours, a day and evening contact number for the job site and day and evening contact number for the City in the event of problems. **MITIGATION MEASURE NOISE-4:** The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. Notify neighbors of the schedule and type of equipment that would be used for each phase of construction. **MITIGATION MEASURE NOISE-5:** Limit construction hours to between 7:00 AM and 6:00 PM on weekdays, and between 8:00 AM and 5:00 PM on Saturdays. **MITIGATION MEASURE NOISE-6:** Utilize "quiet" air compressors and other stationary noise sources where technology exists. Locate noisy stationary equipment (e.g., generators and compressors) away from the most sensitive adjacent uses. **MITIGATION MEASURE NOISE-7:** Require that all construction equipment be in good working order and that mufflers are inspected for proper functioning. **MITIGATION MEASURE NOISE-8:** Designate a construction noise coordinator. This coordinator shall be available to respond to complaints from neighbors and take appropriate measures to reduce noise. **MITIGATION MEASURE NOISE-9:** If pile driving is required, implement site-specific noise and vibration attenuation measures under the supervision of a qualified acoustical consultant such as the following measures:

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	• Multiple pile drivers shall be considered to expedite this phase of project construction. Although noise levels generated by multiple pile drivers would be higher than the noise generated by a single pile driver, the total duration of pile driving activities would be reduced. • Temporary noise control blanket barriers shall shroud pile drivers. Such noise control blanket barriers can be rented and quickly erected. • The contractor shall pre-drill pile holes to minimize the number of blows required to seat the pile for all piles driven within 200 feet of sensitive land uses. Pre-drilling foundation pile holes is a standard construction noise control technique. Pre-drilling reduces the number of blows required to seat the pile. The associated noise reduction would be based on the soil conditions of the site. • The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with the adjacent noise sensitive facilities so that construction activities and the event schedule can be scheduled to minimize noise disturbance. • Notify land uses located within 200 feet of pile driving activities of the construction schedule in writing. **Less Than Significant Impact with Mitigation**

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
IMPACT NOISE-4: The proposed residential units at the northern end of the AMD development site along Duane Avenue, and on the Taylor Woodrow development site along Lawrence Expressway, would be exposed to noise levels above the City's exterior noise goal of 60 dB L_{dn} and the interior noise goal of 45 dB L_{dn}. **Significant Impact Prior to Mitigation**	The following mitigation measures shall be included in the project to reduce impacts from high ambient noise levels to the future residents on the specific development sites: **MITIGATION MEASURE NOISE-10:** Project-specific acoustical analyses are mandated by the State for new multi-family uses where noise levels exceed 60 dBA L_{dn}. Each future development project on the site shall complete a detailed analysis during the design-level of the project to select appropriate windows and wall assemblies to meet interior noise standards. The analyses shall meet the following noise reduction requirements. • Interior average noise levels shall be reduced to 45 dBA L_{dn} or lower to meet State and local standards. • Building sound insulation requirements shall include the provision of forced-air mechanical ventilation for all new units exposed to exterior noise levels greater than 60 dBA L_{dn}, so that windows could be kept closed at the occupant's discretion to control noise. • Special building construction techniques (e.g., sound-rated windows and building facade treatments) would be required for new residential uses adjacent to perimeter roadways. These treatments include, but are not limited to, sound rated windows and doors, sound rated wall constructions, acoustical caulking, etc. The specific determination of what treatments are necessary will be conducted on a unit-by-unit basis. • Buildings with the greatest exposure to noise from Duane Avenue and Lawrence Expressway may require windows with sound insulation ratings of approximately STC 30 or greater, depending on the size and shape of windows and rooms. These ratings can be achieved using well sealed dual pane windows with various glazing configurations.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved prior to issuance of a building permit. **Less Than Significant Impact with Mitigation**
IMPACT NOISE-6: The proposed specific development projects would result in significant short-term increases in noise levels in the project area, especially during grading, below grade work, and pile driving. **Significant Impact Prior to Mitigation**	**MITIGATION MEASURE NOISE-11:** Each specific development project shall be required to implement the mitigation measures described above under General Plan Amendment Mitigation (Mitigation Measures Noise 3-9). With implementation of these measures on each specific site, short-term noise impacts would be reduced to a less than significant level. **Less Than Significant Impact with Mitigation**
CULTURAL RESOURCES	
IMPACT CULT-1: Development of the project site could result in a significant impact to buried cultural resources which could be present on the site. **Significant Impact Prior to Mitigation**	**MITIGATION MEASURE CULT-1:** Prior to the initiation of construction or ground-disturbing activities at the southwest corner of the East Sunnyvale ITR project, a qualified professional archaeologist shall undertake a presence/absence testing program to identify the horizontal and vertical extent of any potential buried archaeological deposits associated with CA-SCl-9 or other as yet unknown cultural resources at this location within the project parcel. The testing program shall be implemented with the results presented in *Presence/Absence Testing Report* commensurate with the findings. Any recommendations for treatment of a significant resource shall be presented in the report.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MITIGATION MEASURE CULT-2: Prior to the initiation of any construction that has the potential for ground-disturbing activities within the GPA project area, the project proponent shall inform all construction personnel of the potential for exposing subsurface cultural resources at the project components and to recognize possible buried cultural resources. Personnel shall be informed of the procedures that will be followed upon the discovery or suspected discovery of archaeological materials, including Native American remains and their treatment. **MITIGATION MEASURE CULT-3:** Archaeological monitoring on a full-time basis by a Professional Archaeologist shall be undertaken during any subsurface construction that disturbs native sediments within and within a radius of 100 feet to CA-SCl-9. The archaeologist shall maintain a log of his/her observations and complete a *Monitoring Closure Report* at the completion of monitoring detailing any observations. **MITIGATION MEASURE CULT-4:** Archaeological monitoring on less-than-full time basis with the frequency and duration to be determined by a Professional Archaeologist shall be undertaken during any subsurface construction that disturbs native sediments within the East Sunnyvale ITR parcel. The archaeologist shall maintain a log of his/her observations and complete a *Monitoring Closure Report* at the completion of monitoring detailing any observations. **MITIGATION MEASURE CULT-5:** Excavation contracts for development shall contain provisions for stop-work in the vicinity of an archaeological find in the event of the exposure of significant cultural resources during subsurface construction. In addition, the contract documents shall recognize the need to implement any mitigation conditions required by permitting and regulatory agencies. The appropriate construction conditions should be included within the *General Conditions* section of any contract that has the potential for ground disturbing operations.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MITIGATION MEASURE CULT-6: If any unanticipated prehistoric or significant historic era cultural materials including Native American burials are exposed during construction grading and/or excavation, operations should stop within a minimum of 10 feet of the find to avoid altering the cultural materials and their context and a qualified Professional Archaeologist retained for identification, evaluation and further recommendations. The Community Development Director of the City shall be notified of the discovery. Construction work shall not begin again within the find area until the archaeologist has been allowed to examine the cultural materials, assess their significance, and offer proposals for any additional exploratory measures deemed necessary for the further evaluation of, and/or mitigation of adverse impacts to, any potential historical resources or unique archaeological resources that have been exposed If the discovery is determined to be a unique archaeological or historical resource under the criteria of the *California Register of Historical Resources* after review and evaluation by a Professional Archaeologist, and if avoidance of the resource is not possible, the Professional Archaeologist shall develop plans for treatment of the find(s) and mitigation of impacts acceptable to the City of Sunnyvale. The treatment plan shall be designed to result in the extraction of sufficient non-redundant archaeological data to address important regional research considerations. The project proponent shall make every effort to insure that the treatment program is completed. The work shall be performed by the archaeologist, and shall result in a detailed technical report that shall be filed with the California Historical Resources Information System, Northwest Information Center. Construction in the immediate vicinity of the find shall not recommence until treatment has been completed.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	If human remains are discovered, they shall be handled in accordance with State law including immediate notification of the Santa Clara County Medical Examiner. **Less Than Significant Impact with Mitigation**
UTILITIES AND SERVICES IMPACTS	
IMPACT UTIL-2: Buildout of the proposed project would increase sewage flows from the site and these flows could exceed the capacity of the existing downstream sewer system as well as the existing sewer mains in the immediate site area. **Significant Impact Prior to Mitigation**	**MITIGATION MEASURE UTIL-1:** Additional testing of the capacity of the existing downstream sewer facilities in Lawrence Expressway is currently underway to determine what, if any, increase in capacity is necessary to accommodate the project. Analysis of this additional testing will be made as part of the final report. The mitigation for this impact would be to increase the capacity of the Lawrence Expressway trunk line, through construction of a parallel line for the length of the capacity constraint. The project proponents on the overall ITR site would be required to contribute their proportionate fair-share of funds to implement the necessary sewer system improvements. **MITIGATION MEASURE UTIL-2:** When additional development projects are proposed on the site, all future development projects shall complete site-specific engineering and design of the sanitary sewer system on-site, and shall determine the most appropriate method for connecting to the downstream trunk line in Lawrence Expressway, to the satisfaction of the Director of Public Works. Each site-specific future development project would be responsible for installing any sewer line upgrades or connections deemed necessary by the City to accommodate the anticipated peak loads. **Less Than Significant Impact with Mitigation**

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
CUMULATIVE IMPACTS	
CUMULATIVE IMPACT AQ-1: The cumulative effect of approving and implementing all proposed General Plan amendments would be to add units not included in the Clean Air Plan (CAP), which would result in cumulatively significant increases in traffic congestion in the area. The proposed land use amendment for the project site would contribute to the cumulatively considerable impacts on regional air quality. **Significant Cumulative Impact Prior to Mitigation**	Each cumulative project would be required to include and implement measures identified by the BAAQMD to reduce emissions, such as those identified in Mitigation Measure AIR-2 above, at the permit stage for each redevelopment project, to the satisfaction of the Director of Community Development and the Transportation and Traffic Manager. **Significant Unavoidable Cumulative Impact**

SIGNIFICANT UNAVOIDABLE IMPACTS

The proposed project would result in the following significant unavoidable environmental impacts.

- Regional Air Quality Impacts
- Cumulative Regional Air Quality Impacts

All other impacts of the proposed project would be mitigated to a less than significant level with incorporation of applicable General Plan policies and actions and the project-specific mitigation measures identified in this EIR.

SUMMARY OF ALTERNATIVES

CEQA requires that an EIR identify alternatives to the project as proposed. The CEQA Guidelines specify that an EIR identify alternatives which "would feasibly attain the most basic objectives of the project but avoid or substantially lessen many of the significant environmental effects of the project," or in the case of the proposed project, would further reduce impacts that are considered less than significant with the incorporation of identified mitigation.

1. NO PROJECT ALTERNATIVE

The Guidelines specifically require consideration of a "No Project" Alternative. Since the project site is currently developed with a variety of industrial uses, the "No Project" Alternative would likely include the continued operation of those uses, and potentially the redevelopment of certain parcels with newer industrial uses. Given the age and condition of some of the existing buildings and facilities on the site, if the General Plan land use designation and zoning were to remain the same, it is likely that the some of the current or future owners will wish to upgrade the existing buildings and facilities. Under the current General Plan and zoning designation, the site could be redeveloped with a building or buildings with a maximum allowed building height of 75 feet (eight stories).

The No Project Alternative would avoid all the environmental impacts of the project, assuming the continued operation of the existing industrial uses on the site. The No Project Alternative would avoid the significant air quality impacts of the project, the significant (but mitigated traffic and sanitary sewer impacts, as well as the less than significant land use compatibility, hazardous materials, visual, noise, biological, and construction impacts of the project. While the No Project Alternative could avoid or substantially reduce the identified environmental impacts of the proposed project, it would not meet any of the project objectives.

2. REDUCED DENSITY ALTERNATIVE

A Reduced Density Alternative to the project as presently proposed would be a lower density residential development, allowing for less intense residential uses on the site. The Reduced Density Alternative assumes designations of R-2 and R-3 on the site, rather than R-3 and R-4 as proposed under the project scenario. Under this alternative, the maximum number of residential units would be 1,570, or 55 percent of the 2,842 units under the proposed project scenario. With this lower number of units at lower densities, it is possible that the unit types would be different, at least on portions of the site. For example, at a lower overall density, more small-lot single-family detached and/or garden apartment and/or townhouse units could be built on the site.

Overall, the Reduced Density Alternative would be environmentally superior to the proposed project, because it would reduce the project's long-term traffic and regional air quality impacts, and would further reduce the project's less than significant visual impacts. The Reduced Density Alternative would not avoid the less than significant land use compatibility impacts of locating residential units adjacent to existing industrial uses or the impacts resulting from the presence of hazardous materials users and contamination in the site vicinity. Most impacts resulting from redeveloping the site, including short-term noise, dust, and water quality impacts, would generally be comparable to those from the proposed project.

3. SMALLER SITE ALTERNATIVE

Another alternative to the proposed ITR project would be the designation of a smaller portion of the site as appropriate for conversion to residential uses. Under this alternative, only the properties in subareas 1 and 2 of the site (everything east of DeGuigne Drive), approximately 84 acres of the overall site, would be converted to the ITR designation. The residential designations on these properties would be the same as under the proposed scenario. Therefore, this alternative assumes that the same type and number of residential units could be built on the smaller site. Under this alternative, a maximum of 2,049 residential units could be built on the smaller site.

Overall, the Smaller Site Alternative would be environmentally superior to the proposed project, because it would reduce the project's traffic and air quality impacts. This alternative would result in similar less than significant land use compatibility, hazardous materials, noise exposure, and visual and aesthetic impacts as the proposed project. While the ITR site would be smaller under this alternative, most impacts resulting from redeveloping the site, including short-term noise, dust, and water quality impacts, would generally be comparable to those from the proposed project. Because this alternative would allow for the same amount of residential development on the two specific development project sites, this alterative would be mainly consistent with the project objectives.

4. FLOATING PARK ALTERNATIVE

An alternative to the proposed land use plan (shown on Figure 5) would allow for at least 10.13 acres of floating parkland on the site. Under this alternative, the combining district zoning designations on the parcels of the site would be the same as proposed, and the same overall maximum number of units would be allowed as currently proposed under the project. The zoning designations on each parcel would include parameters to establish the same maximum number of units on the site, once the park sites have been established. The main difference between this alternative and the proposed project is that the parks and open space areas may not be as shown on Figure 5. The exact location and sizes of public parks on the site would be determined through preparation of a land plan subsequent to action on the proposed project.

Overall, the Floating Park Alternative would be environmentally similar to the proposed project, because it would result in the same overall environmental impacts as the proposed project scenario. In the event specific park locations that are chosen do not fully meet the needs of each neighborhood, this alternative may not meet the guidelines and policies of the City's *Open Space Sub-Element* and the *Land Use and Transportation Element* of the General Plan, as well as the National Recreation and Park Association (NRPA) standards and guidelines, which recommend that at a minimum, park systems be composed of 6.25 to 10.5 acres of developed open space per 1,000 population (refer to Section *3. Availability of Public Services* of this EIR).

This alternative would be less consistent than the proposed project with the project objectives. Because specific park areas may not ultimately be designated in proximity to each proposed neighborhood, this alternative may not fully meet the project objective of providing areas for future parks, in proximity to existing neighborhoods.

5. ALTERNATIVE LAND USE

Another alternative to the proposed project would be to develop the project site with an alternative land use, such as commercial (retail) uses. This alternative would allow for a mix of commercial uses, such as neighborhood retail and larger-format retail uses, on the site. However, this alternative would not allow for any residential uses on the site.

This alternative would likely generate more average daily traffic trips than the residential units, however, commercial trips are typically spread throughout the day, resulting in less peak-hour trips (particularly AM peak hour trips). Therefore, this alternative could potentially reduce the significant (but mitigated) traffic impacts of the project. Air quality impacts would remain significant, however, under this alternative.

The Alternative Land Use would reduce the project's less than significant hazardous materials, land use compatibility, and noise exposure impacts. Other impacts would be similar to the proposed project. However, because this alternative would not allow for residential uses on the site, this alternative does not meet the project objectives, which include allowing for an increase in available high-quality residential development in Sunnyvale.

6. ALTERNATIVE LOCATION

The CEQA Guidelines require that an EIR identify an alternative location that "would avoid or substantially lessen any of the significant effects of the project" [§15126.6 (f) (2) (A)]. For the proposed project, the alternative location should reduce the hazardous materials impacts and further reduce the less than significant land use compatibility, noise exposure, and visual and aesthetic impacts.

A review of vacant and underutilized sites in Sunnyvale was conducted in order to identify potentially suitable alternative locations for the project. Potential alternative sites were evaluated in terms of whether they would: 1) reduce or avoid some or all of the environmental impacts of the proposed project; 2) be of sufficient size to meet most of the basic project objectives; and 3) be immediately available to be acquired or controlled by the applicants.

The following two sites were identified and their general feasibility as alternative locations is discussed below.

1. East of Lawrence Expressway and South of Oakmead Parkway

This site consists of approximately 136 acres of industrial property, located east of Lawrence Expressway between Oakmead Parkway and Arques Avenue. These properties are designated *M-S (Industrial and Service)*, similar to the project site, and are occupied by various industrial, office, and commercial uses.

2. East of Lawrence Expressway and South of Kifer Road

This site consists of approximately 107 acres of industrial property located east of Lawrence Expressway south of Kifer Road. These properties are also designated *M-S (Industrial and Service)*, similar to the project site, and are occupied by various industrial, office, and commercial uses.

Because this alternative assumes the same amount of development, these alternative locations would generally result in the same traffic and air quality impacts as the proposed project site, although the specific intersections affected may be slightly different. Development of the proposed project at either alternative location would result in similar less than significant impacts from the presence of hazardous materials users and existing contamination in the vicinity. Residential uses on these alternative sites would also be subject to similar less than significant land use compatibility and noise exposure impacts as on the project site.

The overall construction impacts related to clearing and grading operations, such as short-term noise, dust and water quality impacts, would be comparable to those from the proposed project.

Neither of the alternative locations is under the control of the applicants, and it is not known whether the applicants could reasonably acquire or gain control of these properties. These locations would, however, generally be consistent with the City's option of providing residential uses within infill locations in the City.

7. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines state that an EIR shall identify an environmentally superior alternative. Based on the above discussion, the environmentally superior alternative is the No Project Alternative, because all of the project's significant environmental impacts would be avoided. However, Section 15126.6(e)(2) states that "if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

Based upon the previous discussion, the Alternative Land Use would be the environmentally superior alternative, because this alternative would reduce the project's significant (but mitigated) traffic, noise, and utility and service system impacts and would also reduce the less than significant hazardous materials and land use compatibility impacts of the proposed project. However, this alternative would not meet the project's objectives.

KNOWN VIEWS OF LOCAL GROUPS AND AREAS OF CONTROVERSY

Issues raised by residents of Sunnyvale, the Sunnyvale School District, and owners of property on and near the project site included concerns related to compatibility of housing adjacent to industrial operations, traffic and circulation impacts, visual and aesthetic impacts of the proposed residential buildings, and potential impacts to schools.

1. DESCRIPTION OF THE PROJECT

1.1 BACKGROUND AND OVERVIEW OF THE PROJECT

The project site is located in eastern Sunnyvale and is currently developed with a variety of industrial uses, landscaping, and surface parking lots. The approximately 130-acre project site is currently designated *Industrial* in the City of Sunnyvale's General Plan and is zoned *M-S (Industrial and Service)*. The project site area was primarily agricultural land up until the 1950s and 1960s. At that time, the site was developed with a mix of commercial and industrial development. The site is currently occupied by Advanced Micro Devices (a manufacturer of microprocessors and flash memory devices), Sunnyvale Technology Park, CarrAmerica, and several other industrial and office users.

The proposed project consists of two components: 1) a General Plan amendment to change the land use designation on the site from *Industry* to *Industrial-to-Residential* and a rezoning on the site from *M-S (Industrial and Service)* to *M-S Industrial-to-Residential* (combined with the appropriate residential zoning); and 2) two specific residential development projects on portions of the site. The proposed GPA and rezoning would allow residential land uses on the site, in addition to the existing and allowed industrial uses listed under the *M-S (Industrial and Service)* General Plan designation and zoning. Commercial uses could be considered with a Special Development Permit.

The ITR combining district was created by the City in 1993 to specifically identify industrial areas that would be appropriate for transition to residential uses. The ITR designation on these sites allows for: the continuation or expansion of existing industrial and commercial uses; the construction of new medium- to high-density residential housing; or a combination of both.

The City of Sunnyvale has previously utilized the ITR combining district zoning to increase residential development in six areas of the City. This was done through the *Futures Study*, completed in 1993, which affirmed the City's commitment to regional issues, improved jobs/housing ratios, industrial and office development, less congested transportation systems, and better air quality. The Futures Study primarily targeted older industrial sites and examined whether redevelopment of these sites could achieve a reduction in traffic congestion, improve the ratio of housing units to jobs, improve the City's economic base, and increase the opportunities for public transit use. Through the Futures Study, the City provided locations for additional housing development and also enhanced the potential for increased intensity of industrial development (including office, retail, and manufacturing) in four locations along major transportation corridors.

1.2 PROJECT LOCATION

The approximately 130-acre project site is located in the eastern portion of the City of Sunnyvale. The City of Sunnyvale is located in northern Santa Clara County and is generally bordered by San Francisco Bay to the north, the City of San José to the northeast, the City of Santa Clara to the east, the City of Cupertino to the south, and the cities of Mountain View and Los Altos to the west.

The project site is generally located south of US Highway 101 (US 101) and west of Lawrence Expressway and consists of 16 parcels (Assessor Parcel Numbers: 205-21-001, 205-21-002, 205-21-007, 205-21-008, 205-21-009, 205-21-010, 205-22-005, 205-22-014, 205-22-020, 205-22-021, 205-22-022, 205-22-023, 205-23-001, 205-23-002, 205-27-010, and 205-27-011). The size of each of these parcels is listed in Table 1. The site is bounded by Duane Avenue to the north and northeast, Stewart Drive to the southeast and south, Wolfe Road to the southwest, and Fair Oaks Park, The King's Academy college preparatory middle and high schools, as well as the Rainbow Montessori preschool, to the west.

Surrounding land uses include single family detached residences to the north, commercial uses to the east, commercial and industrial uses to the southeast and south and southwest, and public and quasi-public uses to the west. Residential apartments and commercial restaurants are also located to the east across Lawrence Expressway.

TABLE 1:
SITE BREAKDOWN BY PARCEL

Parcel Number	Owner	APN	Size (Acres)
1	Duane Ventures	205-23-001	7.30
2	Sunnyvale Car Spa	205-23-002	0.60
3	Delaware Chip (AMD)	205-22-021	31.82
4	Delaware Chip (AMD)	205-22-020	13.8
5	Jim Walls Trust	205-22-005	0.13
6	Square 24 Associates	205-22-014	10.52
7	George Bowles Trustee	205-21-002	0.80
8	Fasl LLC	205-21-001	24.42
9	BP Sunnyvale Business Center	205-22-022	10.33
10	CarrAmerica Realty Corp	205-22-023	10.21
11	DeGuigne Ventures	205-21-009	2.98
12	Khalil & Tiffany Jenab Trustee	205-21-010	1.17
13	EGM	205-21-007	0.60
14	Pacific Landmark	205-21-008	4.30
15	Westmont Sunnyvale I	205-27-010	1.28
16	Signetics Corp	205-27-011	9.57
TOTAL			**129.83**

A regional map, vicinity map, and aerial photograph of the project site are shown on Figures 1, 2, and 3, respectively. For the purposes of this EIR, the parcels on the site have also been grouped into three subareas. A map showing the locations of the individual parcels and the subareas, is provided on Figure 4.

See Figures 1-4

1.3 PROJECT DESCRIPTION

The proposed project consists of two main components: 1) a General Plan amendment to change the land use designation on the site from *Industry* to *Industrial-to-Residential* and a rezoning on the site from *M-S (Industrial and Service)* to *M-S Industrial-to-Residential* (combined with the appropriate residential zoning); and 2) two specific residential development projects on portions of the site. The GPA and zoning would allow for a mix of new uses, such as residential and commercial, as well as the continuation or expansion of the existing and allowed industrial uses under the existing *M-S (Industrial and Service)* General Plan designation and zoning. The two project components are further described below.

1.3.1 General Plan Amendment and Rezoning

The project proposes to amend the City's General Plan Land Use Map to change the land use and designation on the site from *Industry* to *Industrial-to-Residential* and a rezoning on the site from *M-S (Industrial and Service)* to *M-S Industrial-to-Residential* (combined with the appropriate residential zoning) in order to allow for the conversion and redevelopment of the site with residential uses. The ITR combining district (also hereinafter referred to as the "ITR designation") was created by the City in 1993 to specifically identify commercial and industrial areas that would be appropriate for transition to residential uses. The ITR designation on the site would allow for: the continuation or expansion of existing industrial and commercial uses; the construction of new medium- to high-density residential housing; or a combination of both.

The future residential development on the site would be medium-density and high-density residential units, in accordance with the City's *R-3 (Medium-Density Residential)* and *R-4 (High-Density Residential)* zoning districts. The R-3 zoning district allows up to 24 dwelling units per acre, and typically includes condominiums, townhouses, and apartments. The R-4 zoning district allows up to 36 dwelling units per acre, and typically includes condominiums/flats and apartments. Figure 5 shows the locations of the proposed R-3 and R-4 designations on the site. Development of the residential uses on the site in accordance with Figure 5 would allow for up to 2,842 residential units to be constructed on the site. Table 2 provides a breakdown of the residential units by subarea.

The project also proposes to allow commercial uses on approximately 9.57 acres on the southwestern portion of the site. It is anticipated that this area would be developed with up to 105,000 square feet of retail uses.

While the proposed *ITR* designation would allow for conversion and redevelopment of the entire site with residential uses, it is not known how many of the parcels within the site would actually be redeveloped or what the actual timing would be for conversion to residential uses. Because the ITR combining district allows for the continuation or expansion of existing industrial uses, it is possible that some of the parcels on the site would convert to residential uses, while others could remain as industrial uses for the foreseeable future. There is no direct link between the specific development projects described below and conversion of other properties on the site. This EIR analyzes a scenario in which the entire site completely redevelops with residential uses and some supporting commercial (refer to Figure 5). In order to be conservative, where relevant, this EIR also evaluates the potential impacts of locating new residences adjacent to existing and remaining industrial uses (see Section *2.1. Land Use* and *2.5. Hazardous Materials*).

TABLE 2: ITR PROPOSED GPA DEVELOPMENT SCENARIO						
	Parcel	**Acres**	**Zoning**	**Units Low**	**Units 75%**	**Units High**
Subarea #1						
(1)	7.3	7.30	R-4	182	197	263
Subarea #2						
(3)	31.82	17.50	R-3	227	315	420
		3.00	Park	-	-	-
		11.32	R-4	283	305	407
(4/5)	13.93	1.00	Park	-	-	-
		12.38	R-3	160	223	297
(6)	10.52	1.16	Park	-	-	-
		9.36	R-3	122	168	224
(9)	10.33	1.14	Park	-	-	-
		9.19	R-3	119	165	220
(10)	10.21	1.13	Park	-	-	-
		9.08	R-3	118	163	218
#2 SUBTOTAL	**76.81**			**1029**	**1340**	**1786**
Subarea #3						
(7)	0.80	0.80	R-3	10	14	19
(8)	24.42	2.70	Park	-	-	-
		21.70	R-3	282	391	521
(11)	2.98	2.98	R-3	39	54	72
(12)	1.17	1.17	R-3	15	21	28
(13)	0.60	0.60	R-3	8	11	19
(14)	4.30	4.30	R-3	56	77	103
(15)	1.28	1.28	R-3	17	23	31
(16)	9.57	9.57	Retail	-	-	-
#3 SUBTOTAL	**45.12**			**427**	**591**	**793**
PROPOSED GPA SCENARIO TOTAL				**1638**	**2128**	**2842**

As shown on Figure 5 and outlined in Table 2, under the proposed GPA development scenario, the project would provide a total of approximately 10.13 acres of parkland on the site. This parkland is envisioned to consist of a combination of parkland, play areas, and pedestrian trails throughout the site.

1.3.2 Specific Development Projects

The project also includes two proposed specific residential development projects on portions of the overall site. Each of these residential developments is described in more detail below.

1.3.2.1 AMD Property at Duane Avenue/DeGuigne Drive

The proposed residential development would be located on an approximately 14-acre portion of the AMD property (parcel 4 on Figure 4), which is located on the south side of Duane Avenue, east of DeGuigne Drive (refer to Figure 3). This site is currently a grass field with surrounding landscaping, and would be developed with up to 250 townhouse units. An illustrative site plan showing the conceptual location of these units is provided on Figure 6.

The proposed townhouse units would be built in buildings consisting of three to six units. All of the proposed townhouse units would be three stories in height and would have a two-car garage. The units would range from approximately 1,230 to 2,050 square feet in size and would consist of a mix of one-bedroom, two-bedroom, and three-bedroom, units. The maximum building height would be 36 feet. Conceptual building elevations are shown on Figure 7. The anticipated breakdown of the proposed units is provided in Table 3 below.

TABLE 3:
UNIT BREAKDOWN OF PROPOSED RESIDENTIAL DEVELOPMENT ON AMD PROPERTY

Unit Type	Percentage of Units	Approximate Number Proposed
1 Bedroom	40	96
2 Bedrooms*	29	70
3 Bedrooms*	31	76
Total	**100**	**242**

*Some units will also have a den.

Access to the proposed development would be provided via a private driveway on Duane Avenue at the northern end of the site and a public street extension from DeGuigne Drive at the western end of the site (refer to Figure 6). Short-term visitor parking would be located in surface parking spaces throughout the development (refer to Figure 6).

1.3.2.2 Taylor Woodrow Property at Duane Court/East Duane Avenue

The proposed residential development would be located on the northeastern portion of the site, on the property surrounded by Duane Court, Lawrence Expressway and East Duane Avenue. This property is approximately 7.3 acres in size and is currently occupied by five industrial buildings, with surrounding landscaping and surface parking lots. A Chevron gasoline service station and car wash border the site to the southeast (refer to Figure 3). This project proposes up to 304 units, consisting of up to 234 condominium/flat units and up to 70 townhouse units.[1] An illustrative site plan showing the conceptual location of these units is provided on Figure 8.

The condominium/flat units would be constructed on the southeast portions of the site, in two clusters of five-story buildings. These units would range from approximately 800 to 1,400 square feet in size and would consist of a mix of one-bedroom, two-bedroom, and three-bedroom units. Conceptual building elevations are shown on Figure 9. The condominium buildings would be situated around a common landscaped and recreation podium at ground level. Parking for the residential development would be located below grade, below the landscape podium (refer to Figure 9). Additional short-term visitor parking for the residential development would be provided in surface parking spaces located between the condominium and townhouse developments.

The townhouse units would be constructed along the northern and western portions of the site and would be two to three stories in height. These units would range from approximately 1,700 to 2,200 square feet and would consist of a mix of three-bedroom and four-bedroom units. Each of the proposed townhouse units would have a two-car garage. The maximum building height would be 55 feet. The anticipated breakdown of the proposed units is provided in Table 4 below:

Access to the proposed development would be provided via a private driveway on East Duane Avenue on the southwestern portion of the site and a private driveway at the northern end of the site (refer to Figure 8). Short-term visitor parking would be located in surface parking spaces throughout the development (refer to Figure 8).

[1] The currently proposed number of units for the Taylor Woodrow development project (304) is greater than the General Plan density listed in Table 2 for Subarea 1 that was analyzed under the ITR GPA scenario. Taylor Woodrow proposes to use the density bonus allowed by Municipal Code when below market rate (BMR) units are provided. Density bonuses were not included in Table 2 for the ITR GPA scenario. A separate traffic analysis has been completed in this EIR for Taylor Woodrow's proposed 304 units. The overall densities for other sites and Subareas in the 130-acre ITR project area could not exceed the values in Table 2 unless similar additional environmental analysis is completed for projects using the density bonus.

TABLE 4: UNIT BREAKDOWN OF PROPOSED RESIDENTIAL DEVELOPMENT ON TAYLOR-WOODROW PROPERTY		
Unit Type	**Percentage of Units**	**Approximate Number Proposed**
Condominium/Flat Units		
1 Bedrooms + Den	42	99
2 Bedrooms	49	115
3 Bedrooms	9	20
Total	**100**	**234**
Townhouse Units		
3 Bedrooms	26	18
4 Bedrooms	74	52
Total	**100**	**70**
Total Units		**304**

1.3.2.3 Landscaping

The proposed project includes new landscaping and trees throughout the two development sites. The specific development projects include planting trees, such as citrus trees, crape myrtle, and redwoods, various sized shrubs, hedges, and groundcover.

1.3.2.4 Utility Improvements

The project includes the installation of new domestic water lines, fire protection water lines, sanitary sewer lines and manholes, storm drain lines, and catch basins throughout the site to serve the proposed projects.

1.4 OBJECTIVES OF THE PROJECT

The objective of the proposed General Plan land use change is to allow for residential and industrial uses to exist adjacent to each other while the area transitions permanently to residential use.

The specific development projects are proposed to increase the value of the properties by developing economically viable, high-quality residential units with a diversity of product types and potential areas for future parks, in proximity to existing neighborhoods, existing and planned employment centers, and community services and amenities, as well as to help meet the need for housing in Sunnyvale.

1.5 USES OF THE EIR

This EIR will provide decision makers in the City of Sunnyvale and the general public with relevant environmental information to use in considering the proposed project. It is proposed that this EIR be used for the program-level land use change, as well as for the appropriate project-specific discretionary approvals necessary to implement the two residential development projects, as proposed. These discretionary actions include the following:

- General Plan Amendment from *Industry* to *Industrial-to-Residential*
- Rezoning on the site from *M-S (Industrial and Service)* to *M-S Industrial-to-Residential (combined with the appropriate residential zoning)*
- Special Development Permits for individual projects
- Tentative Map Permits
- Tree Removal Permits

1.6 CONSISTENCY WITH RELEVANT PLANS AND POLICIES

In conformance with Section 15125(d) of the CEQA guidelines, this section of the EIR discusses how the project complies with existing, relevant regional plans and policies, the City's General Plan, and applicable plans and policies.

1.6.1 Regional Plans

1.6.1.1 Bay Area 2000 Clean Air Plan

The 1982 *Bay Area Air Quality Plan* and 2000 *Clean Air Plan* (CAP) established regional policies and guidelines to meet the requirements of the Clean Air Act, as amended through 1990. The Bay Area is a non-attainment area for ozone and particulate matter (PM_{10}), since Federal standards are exceeded for these pollutants.[2]

The CAP includes measures and improvements to help the Bay Area comply with the State's ozone standard, and is the current regional strategy for improving air quality. The CAP proposes the adoption of transportation, mobile source, and stationary source controls on a variety of pollutant sources to offset population growth and provide improvement in air quality.

The consistency of the proposed project with the CAP is primarily a question of consistency with population/employment assumptions that were utilized in developing the CAP. The CAP was based on the City's General Plan in effect at the time the CAP was approved and the Association of Bay Area Governments (ABAG) *Projections '98.*

[2] State of California. 2004 Area Designations for State Ambient Air Quality Standards OZONE. Map. 18 October 2003. California Air Resources Board. 21 April 2005. http://www.arb.ca.gov/desig/adm/adm.htm.
State of California. 2004 Area Designations for State Ambient Air Quality Standards PM10. Map. 18 October 2003. California Air Resources Board. 21 April 2005. http://www.arb.ca.gov/desig/adm/adm.htm.

Consistency: The project proposes to amend the General Plan to allow for the development of residential and commercial uses on the site, and/or the continuation of the existing industrial uses. The proposed project would allow for an increase in the residential holding capacity allowed under build-out of the General Plan and, thus, would increase population. The development of residential uses in Sunnyvale, however, would be consistent with CAP goals and policies, because it would reduce commute travel time and distances. Since the in-commute of vehicles traveling to jobs in Sunnyvale from residences in distant locations contributes to the regional air quality problems, placing dwelling units in Sunnyvale would be expected to result in incremental benefits to regional air quality. Although there is no assurance that the residents on this site would move here from more distant locations, providing the opportunity for them to do so is consistent with CAP policies.

1.6.1.2 San Francisco Bay Region Water Quality Control Plan

The Regional Water Quality Control Board (RWQCB) has developed and adopted a Water Quality Control Plan (the Plan) for the San Francisco Bay region. The Plan is a master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulations in the San Francisco Bay region. The Regional Board first adopted a water quality control plan in 1975 and the last major revision was adopted in 1995.

The Plan provides a program of actions designed to preserve and enhance water quality and to protect beneficial uses based upon the requirements of the Porter-Cologne Act. It meets the requirements of the U.S. Environmental Protection Agency (USEPA) and establishes conditions related to discharges that must be met at all times.

The implementation portion of the Plan includes descriptions of specific actions to be taken by local public entities and industries to comply with the policies and objectives of the Plan. These include measures for urban runoff management and agricultural wastewater management. As of June 2002, the Plan also includes an amendment which requires the identification of Total Maximum Daily Loads (TMDLs) for each water-body within the jurisdiction of the RWQCB. A TMDL defines the specified maximum amount of a pollutant which can be discharged into the water-body from all combined sources. These water-body specific targets are considered necessary by the USEPA in order to attain water quality standards in an impaired watercourse.

Consistency: Redevelopment of the overall site allowed under the proposed *Industrial-to-Residential (ITR)* General Plan designation would decrease storm water runoff compared to existing conditions (refer to *Section 2.3 Hydrology and Water Quality).* Development of the proposed development project on the AMD property alone would, however, increase runoff as compared to existing conditions. Development on the sites would conform to the requirements of the City of Sunnyvale regarding erosion and sedimentation control during construction, including preparation and conformance with a Storm Water Pollution Prevention Plan (SWPPP), which identifies specific measures for reducing construction and post-construction impacts. Any new development would also be subject to Best Management Practices (BMPs), which would likely improve the quality of storm water runoff (refer to *Section 2.3 Hydrology and Water Quality*). For these reasons, the project would be consistent with the Plan.

1.6.1.3 Santa Clara Valley Urban Runoff Pollution Prevention Program, National Pollution Discharge Elimination System, and Storm Water Management Ordinance

The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), previously called the Santa Clara Valley Nonpoint Source Program, was developed in accordance with the requirements of the 1986 San Francisco Bay Basin Water Quality Control Plan, for the purpose of reducing water pollution associated with urban storm water runoff. This program was also designed to fulfill the requirements of Section 304 (1) of the Federal Clean Water Act, which mandated that the USEPA develop National Pollution Discharge Elimination System (NPDES) Permit application requirements for various storm water discharges, including those from municipal storm drain systems and construction sites.

Additional water quality control measures were approved in October 2001 and amended in 2005, when the Regional Water Quality Control Board (RWQCB) adopted an amendment to the NPDES Permit Number CAS 029718, Provision C.3., for Santa Clara County. The amendments to Provision C.3 include new storm water discharge requirements for new development and redevelopment within the boundaries of the 15 jurisdictions/co-permittees that constitute SCVURPPP, including the City of Sunnyvale that create, add, or replace 10,000 square feet or more of impervious surface area.

Each co-permittee has developed an Urban Runoff Management Plan (URMP) to reduce, control, or otherwise address pollutant sources in discharges to the storm drain system. Departments within the City have adopted Best Management Practices (BMPs) and Standard Operating Procedures (SOPs) to reduce the presence of pollutants in stormwater discharges to the maximum extent practicable.

In response to the new permit requirements, the City of Sunnyvale adopted a Storm Water Management Ordinance in August 2003 (Municipal Code Chapter 12.60). This ordinance outlines the regulations and requirements required of all water entering the storm drain system on any developed or undeveloped land within the City, in compliance with the NPDES permit.

Consistency: Development on the two specific development sites, as well as future development under the *ITR* designation on the site, will be required to implement erosion control and storm water management practices during project construction, in accordance with the SCVURPPP and NPDES permit requirements. Potential impacts to the water quality of runoff could occur during construction. Runoff-borne pollution and associated impacts would increase both during and after construction of future development on the site. *Section 2.3 Hydrology and Water Quality* of this EIR identifies programmatic mitigation measures, including conformance with the SCVURPPP, NPDES permit, and the Storm Water Management Ordinance, which will serve to reduce water quality impacts from the development allowed by the proposed land use designation.

1.6.1.4 Santa Clara County Congestion Management Program

The Santa Clara County Valley Transportation Authority (VTA) oversees the *Santa Clara County Congestion Management Program* (CMP). The relevant State legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of the increased gas tax revenues. The CMP legislation requires that each CMP contain five mandatory elements: 1) a system definition and traffic level of service standard element; 2) a transit service and standards element; 3) a trip reduction and transportation demand management element; 4) a land use impact analysis element; and 5) a capital improvement element. The Santa Clara County CMP includes the five mandated elements and three additional elements, including: a county-wide transportation model and data base element, an annual monitoring and conformance element, and a deficiency plan element.

The CMP legislation requires member agencies to prepare deficiency plans for CMP facilities located within their jurisdictions that exceed, or are expected to exceed in the future, the CMP traffic level of service (LOS) standard. A deficiency plan must identify the cause(s) of a deficiency, demonstrate that all feasible improvements have been made to the deficient facility, and describe actions that will be implemented to compensate for the deficiency. The Sunnyvale Citywide Deficiency Plan addresses deficiencies throughout the City of Sunnyvale, and the plan area boundary is coterminous with the incorporated area that is the City of Sunnyvale. The Deficiency Plan Area contains 14 intersections that are part of the CMP system, and six of these intersections are projected to be deficient under the most intense development scenario of the Sunnyvale General Plan. These six intersections include the following:

- Lawrence Expressway and Arques Avenue
- Lawrence Expressway and Reed Avenue/Monroe Street
- Lawrence Expressway and Homestead Road
- Mary Avenue and El Camino Real
- Sunnyvale-Saratoga Road and Remington Drive
- Wolfe Road and El Camino Real

Consistency: The proposed project would allow for redevelopment of an existing industrial area, located along and near major roadways and US 101, with new residential, commercial and/or industrial uses. While the project would result in a net increase in average daily trips, the redevelopment of the site would not generate a substantial amount of additional traffic trips, as compared to existing and allowed conditions (refer to Section *2.6 Transportation* of this EIR). For these reasons, the project would be generally consistent with the CMP and the Sunnyvale Citywide Deficiency Plan.

1.6.2 Local Plans and Policies

1.6.2.1 City of Sunnyvale General Plan

The City's General Plan is a comprehensive, long-term plan that represents the City's official development policy. The General Plan is composed of many separate documents, or sub-elements, which cover different issues including transportation, community development, environmental management, and public safety. Each sub-element contains goals, policies, and action statements. Relevant General Plan goals are described below:

Land Use and Transportation Sub-Element

Community Character Goal C1 calls for the City to preserve and enhance an attractive community, with a positive image and a sense of place, that consists of distinctive neighborhoods, pockets of interest, and human-scale development.

Consistency: The site is located in an area which contains a mix of residential, commercial, and industrial uses. The project proposes to allow the redevelopment of the existing industrial site with a mix of residential, commercial and industrial uses. These uses would be balanced on the site and would not be incompatible. The project, therefore, would be consistent with this goal.

Appropriate Housing Goal C2 calls for the City to ensure future ownership and rental housing options in terms of style, size, and density that are appropriate and contribute positively to the surrounding area.

Consistency: The site is located in an area which contains a mix of residential, commercial, and industrial uses. The project proposes to allow for the redevelopment of the existing industrial site with a mix of residential uses at varying densities (refer to Section *1. Description of the Project* and Figure 3). The proposed densities would allow for a variety of ownership and rental housing types. The project, therefore, would be consistent with this goal.

Neighborhood Goal N1 calls for the City to preserve and enhance the quality and character of Sunnyvale's industrial, commercial, and residential neighborhoods by promoting land use patterns and related transportation opportunities that are supportive of the neighborhood concept.

Consistency: The site is located in an area which contains a mix of residential, commercial, and industrial uses. The project proposes to allow the redevelopment of the existing industrial site with a mix of residential, commercial and industrial uses. These uses would be balanced on the site and would not result in significant transportation impacts to adjacent neighborhoods (refer to Section *2.6 Transportation*). The project, therefore, would be consistent with this goal.

Land Use Goal 2.1C states to allow growth and change in the community which can be served within the capacities of existing and planned facilities.

Consistency: The project proposes to allow the redevelopment of the existing industrial site with a mix of residential, commercial and industrial uses. As discussed in *Section 2.11 Utilities and Service Systems*, there is sufficient utility capacity to serve the proposed project. For this reason, the project would be consistent with Land Use Goal 2.1C.

Efficient Transportation Policy C3.1 states that the City should achieve an operating level of service (LOS) of "D" or better on the City-wide roadways and intersections, as defined by the functional classification of the street system.

Consistency: As discussed in *Section 2.3 Transportation*, with implementation of the mitigation measures included as part of the GPA project, the project study intersections would continue to operate at LOS D under project conditions. For this reason, the project would be consistent with Efficient Transportation Policy C3.1.

Transportation Policy R1.4 states that the City should achieve an operating level LOS E or better for all regional roadways and intersections, as defined by the City functional classification of the street system.

Consistency: As discussed in *Section 2.6 Transportation,* the regional roadways and study intersections would continue to operate at LOS E or better under the near-term project conditions. With the mitigation measures identified in *Section 2.6 Transportation,* the regional roadways and study intersections would continue to operate at LOS E or better under full buildout of the proposed ITR land use designation on the site. For this reason, the project would be consistent with Transportation Policy R1.4.

Open Space and Conservation Sub-Element

Open Space Goal 2.2C states that the City should maintain a system of parks that assures all residents, workers and visitors access to recreation opportunities by providing Neighborhood Parks, Athletic/Play Fields and Special Use Facilities.

Consistency: The proposed project makes provisions to provide for park space if that is determined to be consistent with current recreational plans for the City. This could include an approximately five-acre park in the central portion of the site, an approximately five-acre park on the eastern portion of the site and a series of pedestrian trails and connections through the site (refer to Figure 5). In addition, the two specific development projects would also include private open space areas throughout the proposed developments. For these reasons, the project is consistent with Open Space Goal 2.2C.

Open Space Goal 2.2E states that the City should encourage and cooperate with other governmental agencies to preserve and protect regional open space and to acquire, develop, maintain and operate regional recreational facilities that are available to people who live, work or visit in Sunnyvale.

Consistency: The proposed project would not impact any existing regional park space. The proposed project makes provisions to provide for park space if that is determined to be consistent with current recreational plans for the City. This could include an approximately five-acre park in the central portion of the site, an approximately five-acre park on the eastern portion of the site and a series of pedestrian trails and connections through the site (refer to Figure 5). In addition, the two specific development projects would also include private open space areas throughout the proposed developments. For these reasons, the project is consistent with Open Space Goal 2.2E.

Open Space Goal 2F states that the City should encourage efforts by industrial and commercial enterprises in the City to preserve, develop, operate and maintain open space and recreational facilities that are available to people who live, work, or visit in Sunnyvale.

Consistency: The proposed project makes provisions to provide for park space if that is determined to be consistent with current recreational plans for the City. This could include an approximately five-acre park in the central portion of the site, an approximately five-acre park on the eastern portion of the site and a series of pedestrian trails and connections through the site (refer to Figure 5). In addition, the two specific development projects would also include private open space areas throughout the proposed developments. For these reasons, the project is consistent with Open Space Goal 2F.

Housing and Community Revitalization Sub-Element

Housing and Community Revitalization Goal 2.3A states that the City should foster the expansion of the housing supply to provide greater opportunities for current and future residents, given environmental, social, fiscal, and land use constraints.

Consistency: The project specifically proposes to allow for redevelopment of the site with residential units, which would increase the supply of housing in the City. For this reason, the proposed project would be consistent with the Housing and Community Revitalization Goal 2.3A.

Housing and Community Revitalization Goal 2.3B states that the City should ensure a high quality living and working environment.

Consistency: The site is located in an area which contains a mix of residential, commercial, and industrial uses. The project proposes to allow the redevelopment of the existing industrial site with a mix of residential, commercial and industrial uses. These uses would be balanced on the site and would not be incompatible (refer to Section *2.1 Land Use* and *2.5 Hazards and Hazardous Materials*). The project, therefore, would be consistent with this goal.

Housing and Community Revitalization Goal 2.3C states that the City should promote and maintain a diversity in tenure, type, size, location, and cost-of-housing to permit a range of individual choice for all current residents and those expected to become City residents as a result of normal growth processes and employment opportunities.

Consistency: The project specifically proposes to allow for redevelopment of the site with residential units, of varying densities and types. The proposed residential development would provide a range of condominium and townhouse units, which would contribute to the housing choices in Sunnyvale. For these reasons, the proposed project would be consistent with the Housing and Community Revitalization Goal 2.3C.

Seismic Safety Sub-Element

Seismic Safety Goal 2.4A states that the City should ensure that natural and human-caused hazards are recognized and considered in decisions affecting the community, and that land uses reflect acceptable levels of risk based on identified hazards and occupancy.

Consistency: As discussed in *Section 2.2 Geology and Soils* and *Section 2.3 Hazards and Hazardous Materials*, the proposed project would be built in conformance with the Uniform Building Code and would incorporate measures to minimize or avoid soil, seismicity, and hazardous materials impacts. For this reason, the proposed project would be consistent with the Seismic Safety Goal 2.4A.

Community Design Sub-Element

Community Design Goal 2.5C states that the City should ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts.

Consistency: The proposed residential development projects would be designed to be compatible with the remaining industrial properties as well as the residential development to the north of the site. The project will conform to the City of Sunnyvale's *City-Wide Design Guidelines*. For these reasons, the project would be consistent with Community Design Goal 2.5C.

Water Resources Sub-Element

Water Resources Goal 3.1A states that the City should ensure potable water is available in sufficient quantity and pressure to meet the City's existing and future demands, and respond to emergency conditions.

Consistency: In accordance with the requirements of Senate Bill 610 (SB 610), a water supply assessment was prepared for this project, and is included in this EIR (refer to Section *2.11 Utilities and Service Systems* and Appendix J). According to the water supply assessment, sufficient water supplies are available to serve the project. Therefore, the project would be consistent with Water Resources Goal 3.1A.

Solid Waste Sub-Element

Solid Waste Goal 3.2B states that the City should reduce solid waste disposal to 50 percent or less of the amount generated in 1990 in the most cost-effective manner.

Consistency: Conversion of the site to residential uses would likely increase the generation of solid waste from the site. Residential waste typically contains less recyclable waste, and the materials it contains are more difficult to remove than from industrial and commercial waste. The project would make it more difficult to maintain the City's present diversion level, which was 61 percent in 2004.[3] A City approved Waste Management Plan will be prepared for the proposed project, which will include recommendations for recycling demolition waste, reusing or recycling unused construction materials. The project will be required to implement the recommendations made in this report and the measures included in *Section 2.11 Utilities and Service Systems* and *Section 2.12 Energy* to reduce waste. For these reasons, the project would be consistent with Solid Waste Goal 3.2B.

[3] Bowers, Mark. City of Sunnyvale. Written communications. May 12, 2006.

Sanitary Sewer System Sub-Element

Sanitary Sewer System Goal 3.3A states that the City should ensure that the quantity of wastes generated does not exceed the capabilities of the (waste) transportation and disposal facilities.

Consistency: As discussed in *Section 2.11 Utilities and Service Systems*, the project would not exceed the capacity of existing sewer lines or the wastewater treatment facility; therefore, the project would be consistent with the Sanitary Sewer System Goal 3.3A.

Surface Runoff Sub-Element

Surface Runoff Goal 3.4C states that the City should ensure that flood hazards are recognized.

Consistency: As discussed in *Section 2.3 Hydrology and Water Quality*, the project site is located in flood zone AO. Mitigation measures to avoid or reduce flooding impacts, which are proposed as part of the project, are also identified in this section. The project, therefore, is consistent with the Surface Runoff Goal 3.4C.

Surface Runoff Goal 3.4D states that the City should minimize the quantity of runoff and discharge of pollutants to the maximum extent practicable by integrating surface runoff controls into new development and redevelopment land use decisions.

Consistency: The proposed development would result in a net reduction in impervious surfaces on the site and, therefore, an overall reduction in runoff. The project will also be required to comply with the City's National Pollution Discharge Eliminations System permit and C.3 Provisions, and to incorporate best management practices to minimize the quantity and quality of runoff from the site (refer to *Section 2.3 Hydrology and Water Quality)*. For these reasons, the project would be consistent with the Surface Runoff Goal 3.4D.

Noise Goal 3.6A states that the City should maintain or achieve a compatible noise environment for all land uses in the community.

Consistency: As discussed in *Section 2.8 Noise*, with implementation of the identified mitigation measures, the proposed project would not be subject to excessive noise levels and would meet the City's noise goals. The project, therefore, would be consistent with this goal.

Noise Sub-Element

Noise Goal 3.6B states that the City should preserve and enhance the quality of neighborhoods by maintaining or reducing the levels of noise generated by transportation facilities.

Consistency: The project would not generate a substantial amount of additional traffic and, therefore, would not significantly increase vehicle noise levels on nearby roadways. With the implementation of the noise measures identified in *Section 2.8 Noise*, the project would not be subject to noise levels above City noise standards. For these reasons, the project would be consistent with Noise Goal 3.6B.

Noise Goal 3.6C states that the City should maintain or achieve acceptable limits for the levels of noise generated by land use operations and single events.

Consistency: As discussed in *Section 2.8 Noise*, the project would not result in significant long-term or single event increases in noise levels. The project, therefore, would be consistent with Noise Goal 3.6C.

Air Quality Sub-Element

Air Quality Goal 3.7B states that the City should reduce air pollution impacts from future development.

Consistency: While the project would generate a net increase in traffic trips, which would result in a significant increase in regional pollutants (refer to Section *2.7 Air Quality*), the City of Sunnyvale currently has more jobs than housing. Many people working in Sunnyvale commute from neighboring cities and counties. By developing housing, the project would provide people who are employed in Sunnyvale the opportunity to live in the City, therefore reducing overall vehicle miles traveled. This is consistent with the goals of the City and the Bay Area Air Quality Management District, and would have an incremental beneficial impact on air quality. The project also includes measures to reduce air quality impacts during construction (refer to *Section 2.7 Air Quality*). For these reasons, the project would generally be consistent with Air Quality Goal 3.7B.

Air Quality Goal 3.7C states that the City should make a contribution towards improving regional air quality.

Consistency: Currently, the City of Sunnyvale has more jobs than housing. The proposed project would allow for an increase in the residential holding capacity allowed under build-out of the General Plan and thus, would increase population. The proposed project would also intensify the use of the project site, therefore generating more traffic trips to and from the project site. However, the development of residential uses in Sunnyvale would reduce commute travel time and distances. Since the in-commute of vehicles traveling to jobs in Sunnyvale from residences in distant locations contributes to the regional air quality problems, placing dwelling units in the City would be expected to result in incremental benefits to regional air quality. Although there is no assurance that the residents on this site would move here from more distant locations, providing the opportunity for them to do so is consistent with Air Quality Goal 3.7C.

1.6.2.2 Sustainable Development and Green Buildings

In February 2004, the City Council approved a policy to encourage sustainable development and provide an incentive for developing green buildings. The policy encourages public and private facilities to include green building design features into new construction, remodeling, and maintenance.

Consistency: The project will be required by the City to include measures for increased energy efficiency, water conservation, use of renewable resources, and environmentally sensitive site design (refer to *Section 2.12 Energy).* For these reasons, the project would be consistent with the Sustainable Development and Green Building Policy.